

**Amendments to the Specification**

Please delete the heading before [0001]

Please replace the heading before paragraph [0002] with the following amended heading:  
**STATE OF THE ART BACKGROUND**

Please replace paragraph [0002] with the following amended paragraph:

[0002] From various types of aircraft that have been in operation for a long time, an aircraft door arrangement is known that comprises a door, a door frame and a support arm 102, as ~~depicted in Figure 5~~. This support arm 102 has a pivoting axis AD on the door side, on which the door is mounted so as to swivel, and it has a pivoting axis AF on the frame side, on which the support arm 102 is mounted so as to swivel on the door frame. The pivoting axis AD on the door side is defined by two articulated joints G1, G2 positioned at a distance from each other in the vertical direction Y of the support arm, each articulated joint comprising two bifurcated bearings L1a, L1b, L2a, L2b which are positioned at a distance from each other in the vertical direction Y and which are each formed by two eye plates. The door arrangement has a pivoting drive 104 that serves to swivel the door. This pivoting drive 104 is configured as a linear actuator arranged laterally on the support arm 102, said actuator extending essentially over the entire width of the support arm 102. The left-hand side of the actuator 104 in the drawing is attached to the support arm 102 while its right-hand side is attached to a moveable driven element 106. This driven element 106, in turn, is coupled to the door and transmits an actuating movement of the actuator 104 to the door. ~~As can be seen in the drawing, this~~ This mode of construction calls for a separate bearing arrangement 108 for the driven element 106, an intermediate lever 110 and numerous other components, an approach that has a detrimental effect on the overall weight of the door structure. Moreover, due to the linear actuator 104, which is installed laterally, the support arm 102 has to have a considerable overall depth. Furthermore, this gives rise to long load paths. Due to the described mode of construction, the support arm 102 is also subject to a relatively high load stemming from the reaction forces of the actuator 104. Consequently, the occurring forces have to be absorbed by component areas that are dimensioned to be

correspondingly stronger which, in turn, increases the weight. This prior-art door arrangement is quite complex and costly.

Please delete paragraphs [0003] through [0007].

Please replace the heading before paragraph [0009] with the following amended heading:  
~~PRESENTATION~~SUMMARY OF THE INVENTION

Please replace paragraph [0009] with the following amended paragraph:

[0009] ~~The invention is based on~~ An object of the present invention is to provide the objective or technical problem of creating a simple and effective aircraft door arrangement that avoids, ~~to the greatest extent possible, one or more of~~ the above-mentioned drawbacks associated with the state of the art.

Please delete paragraph [0010]

Please add the following new paragraph [0010.1]:

[0010.1] The present invention provides an aircraft door arrangement, especially for an airplane having a door, a door frame and a support arm with a pivoting axis on the door side, on which the door is mounted so as to swivel, and with a pivoting axis on the frame side, on which the support arm is mounted so as to swivel on the door frame, whereby at least the pivoting axis on the door side is defined by two articulated joints positioned at a distance from each other in the vertical direction of the support arm, of which articulated joints at least one articulated joint has two bearings positioned at a distance from each other in the vertical direction; a pivoting drive that is arranged in the area of the support arm on the door side and that serves to swivel the door; and a driven element that is coupled to the pivoting drive and to the door and that transmits an actuating movement of the pivoting drive to the door. The one of the two bearings of at least one of the articulated joints on the frame side is configured as a pivoting drive mounting to which the pivoting drive is attached.

Please replace paragraph [0022] with the following amended paragraph:

[0022] Figure 1 – a schematic perspective view of ~~an essential component, that is to say, a support arm,~~ of an aircraft door arrangement according to the invention;

Please replace paragraph [0025] with the following amended paragraph:

[0025] Figure 4 – a sectional view analogous to Figure 3 for purposes of illustrating a second articulated joint variant of a support arm realized with a pivoting drive mounting; and

Please delete paragraph [0026].

Please replace paragraph [0027] with the following amended paragraph:

[0027] Figure 6 5 – a schematic perspective view of an aircraft door arrangement; ~~according to a second, not previously published state of the art, and~~

Please delete paragraph [0028].

Please replace the heading before paragraph [0029] with the following amended heading:

**PRESENTATION OF A PREFERRED EMBODIMENT DETAILED DESCRIPTION**

Please replace paragraph [0030] with the following amended paragraph:

[0030] An aircraft door arrangement according to the invention as shown in Figure 5 (here, for an airplane with a pressurized cabin), in the present embodiment, ~~like in the state of the art according to Figure 6 (corresponding reference numerals are employed),~~ comprises an airplane door 2 designed as a passenger door, with a door structure 4 and a door frame 6 that is formed by a frame structure of the fuselage. Moreover, the door arrangement comprises a support arm 8 that is preferably made of fiber composite material (for instance, carbon fiber reinforced plastic – CRP), of an aluminum alloy or of another suitable material or material combination. The support arm 8 has a pivoting axis AD on the door side, on which the door 2 is mounted so as to swivel laterally, while it has a pivoting axis AF on the frame side, on which the support arm 8 is mounted so as to swivel on the door frame 6. In an area of the support arm 8 on the door side, there is a pivoting drive 10 that serves to swivel the door 2. In the present case, this pivoting drive 10 is an electromechanical rotary actuator. The invention, however, is not restricted

exclusively to this type of pivoting drive. Depending on the application case, other suitable pivoting drives such as, for example, hydraulic or pneumatic actuators, can also be used.

Please replace paragraph [0031] with the following amended paragraph:

[0031] Figure 1 shows a schematic perspective view of ~~an essential component, that is to say,~~ the support arm 8 of an aircraft door arrangement according to the invention equipped with the pivoting drive 10. As can be seen in this drawing, the pivoting axis AF of the support arm 8 on the frame side, that is to say, the pivoting axis AF belonging to the door frame, is defined by two bifurcated articulated joints G3, G4 positioned at a distance from each other in the vertical direction Y of the support arm 8. Each articulated joint G3, G4 has two bearings L3a, L3b, L4a, L4b that are positioned at a distance from each other in the vertical direction Y. Each of these bearings L3a, L3b, L4a, L4b is formed by an eye plate.

Please replace paragraph [0035] with the following amended paragraph:

[0035] Moreover, as set forth in the invention, a construction can be realized, for example, with two pivoting drives, in which there are two pivoting drive mountings, namely, one on articulated joint G1 and the other on articulated joint G2, ~~according to the arrangement described in the last and next to last paragraphs.~~

Please delete paragraph [0047] .

On page 16, please amend the heading as follows:

~~PATENT CLAIMS~~ WHAT IS CLAIMED IS: